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Swatow, 1st April, 1909. [a592]

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MARRIAGE

At Hongkong, June 19th, CYRIL FRANCIS
WOGAN BOWEN-BOWLANDS, to Mrs. ST. LEON-
PARSONS. [506]HONGKONG OFFICE: 10A, DES VOEUX ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, JUNE 21st 1909.

AMONG the many subjects which the PRINCE ROBERT has under his consideration at the present time is a memorial on the subject of the insubordination of the students at the Tongshan Railway and Mining College. Twice, we believe, within the past twelve months, have the students at this College revolted against new regulations introduced by the Directors. On the first occasion one hundred and six students abandoned their studies in consequence of an order curtailing the monthly allowance of students. The Board of Posts and Communications intervened, "rectified" the regulation, and restored peace. Now the majority of the students are on strike again, this time to manifest their disapproval of a new rule aiming at the better classification of the students. By this rule it appears that students who fail to reach a certain standard of efficiency in the annual examination are required to undergo a second examination, and in the event of a student failing a second time he is denied advancement in the school. An Imperial Edict commanded the Board of Education and the Board of Posts and Communications to hold a joint inquiry into the causes of the disturbance at the school, and to recommend such improvements as they deemed necessary in the institution. Four recommendations are made in the memorial, but only one of the four has any bearing

upon the subject of the insubordination of the students. The recommendation is "that the school be more strictly administered" and with this object in view it is suggested that "a new set of rules and regulations should be framed, and inspectors sent out periodically by the Board of Education to see that both instructors and students are working to secure the order and welfare of the school." This scarcely solves the question as to how the obedience of students to the school regulations is to be obtained, unless there is in the recommendation a covert suggestion that the regulations should be framed to conciliate the students rather than to promote the efficiency of the school. If we concede that the passion of revolt is in the breast of most school-boys, we must at the same time admit that there are few places in the world where the ability to organise a school strike is so much in evidence as in the Far East. A few years ago these school strikes were not uncommon in Japan, but the Japanese educational authorities seem at last to have got at the root causes of the trouble and applied the necessary corrective. Now that a similar spirit of insubordination is beginning to infect the Chinese youth it is important that the higher authorities should display no weakness in dealing with a tendency so manifestly mischievous and fatal to the efficiency of any educational system. It is not a little remarkable that this tendency should be so pronounced in the Far East. In China, as well as in Japan, the Teacher has held a high place in the social system, and it has been the practice to treat the pedagogue with the utmost respect. "In well-bred China," we are told by a competent authority, "even a Viceroy rises to a teacher as he enters a room." But evidently the times are changing rapidly in this respect in China, and in explanation of the scant respect which is now shown in some of the modern schools it has been said that the teachers are not so worthy of respect as the old type of teacher in China. The exigencies of the situation require the enlistment of the services of young men who have been educated on modern lines, and whose highest ambition is said to be the attainment of more lucrative posts. It is complained that they do not uphold the traditional dignity of the teacher, and hence they fail to command that respect from the students which makes for the maintenance of discipline. But the reason of the schoolboy "strike" may be anything. It may be some sudden psychological umbrage at a member of the teaching staff; or a grievance relating to a new primer; or (as a writer on the subject of Education in Japan has remarked) the class, having made progress in the English alphabet, desires instant introduction to the works of Lord MACAULAY—a course to which the teacher has his public and private objections. But at bottom it is all a question of respect for authority. We never hear of school-boy "strikes" occurring in Hongkong, and the Board of Education at Peking could doubtless obtain from the schoolmasters here some valuable hints as to how to preserve authority in the schools. The schoolboy's contempt for authority may be "but the defect of his zeal and prompt enthusiasm," but it is defect which needs prompt curative treatment alike in the interests of the individual and the school.

On Saturday the American Consulate received from the Manila Observatory a cable reporting a low pressure area over the North China Sea and saying that a typhoon may develop later. This doubtless accounts for the intense heat of the past few days.

In connection with the murder of the two Germans in Yunnan province, a Chinese contemporary states that the Minister has lodged a claim for indemnity with the Waipau and undertakes to permit no Germans to visit places far away from the jurisdiction of the authorities in China.

His Excellency the Governor has been pleased to appoint the Hon. Mr. A. M. Thomson to act as Colonial Secretary, and Mr. C. M. Messer to act as Colonial Treasurer and Collector of Stamp Revenue in addition to his duties as Postmaster-General during the absence on leave of the Hon. Mr. F. H. May, or until further notice.

Until quite recently the annual expenses of the Peking University were Taels 180,000 approximately, which amount has been reduced to 80,000 since the faculty of that institution discharged all its foreign professors. The director is now placed in the most difficult position, for he has been ordered by the Throne to establish as soon as possible five technical colleges. It has been estimated that in order to carry this scheme into practice a preliminary outlay of Taels 2,500,000 will be required. The director has requested Grand Councillor Chang Chih Tung, the Comptroller-General of the Board of Education, to approach the Board of Finance with a view of inducing the latter to grant the requisite amount.

We are requested to state that His Excellency the Governor has gone into residence at Mountain Lodge, but that the visitors' book will remain at Government House.

On Saturday the Captain and Officers of the Japanese cruiser *Chitose* entertained a large number of residents to tea on the cruiser, a very pleasant time being spent. The cruiser left Hongkong yesterday for Shanghai.

SUPREME COURT.

Saturday, June 19th.

IN SUMMARY JURISDICTION.
BEFORE HIS HONOUR MR. H. H. J.
GOMPERS (JUDGE).

THE OBJECT OF "GUNGHEA"

The case concluded in which Mr. J. W. Dearling was sued by Chuan Kin, a Chinese boiler-maker, to recover \$45 due for wages, and \$15, the value of a gold ring. Defendant counterclaimed for \$200, value of iron spoiled by the boiler-maker.

Gunda Singh, on being sworn, deposed to being a watchman at the Gas Works. He had been instructed by Mr. Dearling to see that the plaintiff came to his work at the proper time. He was supposed to begin work at seven o'clock in the morning, but sometimes did not start until eight, half-past eight or nine o'clock. No attendance book was kept.

Witness was then cross-examined by plaintiff:—Is it not a fact that when I start work at 6.45 a.m. your son is on duty, not you?—The other watchman there is not my son.

Mr. J. W. Dearling testified to employing the plaintiff as a foreman boiler-maker. Plaintiff was responsible for everything that went wrong on the work. Witness produced a number of iron plates the joints of which he alleged plaintiff had cut, thereby rendering the plates useless.

In cross-examination Mr. Dearling said it was not a fact that plaintiff, as foreman, did the work according to his instructions. The plaintiff was responsible for everything.

Do you not chalk out the rivet holes, and do I not make them according to your chalk mark?—No.

Did you not tell me when these plates arrived here that they had not been tested, and that I was to test them?—Certainly not.

Were not the joints in the plates too long, and did you not instruct me to make them shorter?—No.

On May 19th when the work was completed did you not order a photo to be taken?—The works are not yet completed. The photo you mention shows the bottom of the tank.

His Lordship, in giving judgment, advised Mr. Dearling to return the ring to the plaintiff, remarking that it was not a good thing for Europeans to take presents from Chinese. The reason why Chinese gave presents was because they wanted to be dealt with leniently—not what Mr. Dearling's employers at home would wish for. Defendant's claim was home-suited, and he was ordered to pay the plaintiff \$22.50, nineteen days' wages.

SERIOUS FIRE ON THE S.S. "KUTANG"

FIRE-FIGHTERS HEAVILY ENGAGED.

The Indo-China Steam Navigation Co.'s steamer *Kutang*, which cleared for Singapore last Wednesday, returned to port yesterday morning at seven o'clock flying the signal "fire in the hold." She anchored in the western part of the harbour, and later proceeded to her usual buoy west of Blake Pier. The fire brigade from Hongkong and Kowloon, under Lieut. C. W. Deekwith, and Superintendent Lane, were conveyed aboard to render assistance. The fire also being run alongside. When the firemen boarded the vessel the hatch was removed from No. 4 hold, and the hold was filled with water to a depth of about eighteen feet.

The *Kutang*, as previously stated, left for Singapore on Wednesday, having on board a general cargo and nearly 200 Chinese passengers. On Friday the fire was discovered by a Chinese passenger who, observing smoke issuing from one of the ventilators, reported the matter to the Chief Officer. The vessel was then hove to for some twelve hours, and the hold was partly filled with water with the object of extinguishing the fire. But as it continued to smoulder, Captain Bradley decided to put back to Hongkong.

When the hold had been flooded yesterday, partly pumped out again, and after the smoke had been given time to clear off, the firemen went down to combat the fire. But the brigade had no light task before them. Apart from the excessive heat, enormous gases were generated, or the heating of iron, and it soon became apparent that it would be dangerous for the firemen to remain long below.

The fact was first borne in upon the Superintendent of the Brigade by the collapse of a number of Chinese firemen, whom it was necessary to remove to the deck to resuscitate. When the men were brought round, however, three were found to be in so serious a condition that it was thought advisable to remove them to hospital. Then the European firemen began to feel the effects of the poisonous gases, and Sergeant Kendall, Lance Sergeant Edwards and a constable had to be removed from the hold. When once in the fresh air, however, they soon revived, the ship's doctor rendering every assistance.

It was about noon when the first batch of firemen went off and reliefs continued at work during the afternoon; and although the fire was believed to be extinguished by five o'clock a number of firemen remained on duty on board as a precaution against a fresh outbreak. The cause of the fire is unknown, and the damage yesterday was not ascertainable, but it is believed to be considerable. Captain Bradley has been rather unfortunate of late, for it will be remembered that only a few months ago the same steamer struck a rock in the Haitian Straits, had to be beached, and when part of the cargo was lightered taken on to Shanghai for repairs.

TELEGRAMS.

[Protected by the Telegraphic Message
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KYOTO MUNICIPAL LOAN.

Tokyo, June 20th.

A French syndicate has undertaken the flotation of the Kyoto five per cent. municipal loan of 45,000,000 francs.

[REUTERS' SERVICE TO THE "HONGKONG
DAILY PRESS."]

TSAR AND KAISER.

London, June 18th.

After the Imperial meetings between the Kaiser and the Tsar at Bjorkhoe Herr Von Schoen, German Minister for Foreign Affairs, had a long conversation with M. Stolypin, Russian Minister of the Interior, and M. Javolsky, Russian Minister for Foreign Affairs. The German Foreign Office states that the meeting passed off in a most cordial manner.

London, June 19th.

The Kaiser has sailed homeward.

BRITISH VESSEL FIRED ON
BY RUSSIAN WARSHIPS.

London, June 18th.

Three other members of the "Woodburn's" crew are suffering from contusions.

The stoker's wounds were dressed on board a Russian cruiser, and he was afterwards sent to hospital in a torpedo boat. His condition is not dangerous.

An official message from St. Petersburg states that the "Woodburn" infringed the regulations by disregarding the signal to "leave to."

London, June 19th.

The Tsar has sent 200 roubles to the wounded stoker.

BRITAIN'S NAVAL POSITION.

London, June 19th.

The Right Hon. Mr. McKenna, speaking at Middleton in Lancashire, said the naval superiority of Britain was necessary to prevent invasion. The attempts of the Government to initiate reduction of armaments had only brought about an increase of armaments abroad, with the result that one foreign Power had laid down ten Dreadnoughts compared with our eight.

THE TERRITORIAL ARMY.

PRESENTATIONS BY THE KING.

London, June 19th.

To-day a brilliant ceremonial took place at Windsor, when His Majesty King Edward presented colours to the units of the Territorial Army which had attained seventy-five per cent. of their establishment. As many as 108 colours were presented.

The ceremony was attended by several members of the Royal Family, members of Parliament, and the members of the Imperial Press Conference.

DEATH OF MR. F. H. BALFOUR.

It is with regret that we learn of the death of Mr. F. H. Balfour, in Florence, Italy, on 22nd May, after a long illness. Mr. Balfour came out to China as a silk inspector in 1870, and soon started on his own account, the firm's name being Balfour, Balfour and Co., but through the failure of some company at home the firm suspended, but he paid up the liabilities from his private means. He was co-editor with Mr. J. D. Bishop of the "Evening Gazette" after which he became editor of the "Celestial Empire" and "Shanghai Courier" from 1874 to 1876. He went home on leave, but on his return the "Courier" and "Celestial Empire" was leased to a Chinese syndicate, so he went to Nanjing to continue his study of Chinese. His next appointment was Adviser to the Japanese Legation at Peking. In 1887 he became co-proprietor and editor of the "North China Daily News" and "Herald," and remained there until he resigned in 1886. He was an able writer, and an excellent amateur actor. After his resignation from the "North China Daily News" he went home, but eventually made his home in Italy.

CANTON.

[FROM OUR CORRESPONDENT.]

18th June.

EMBEZZLEMENT BY OFFICIALS.
Admiral Li Toun has reported to His Excellency Viceroy Chang that Wong-Hou Wah, Wong Kwok King and others, gentry of the Tung Koon city, who constitute the committee in charge of the Municipal Bureau having the care of firearms for the protection of the city have embezzled funds of the Bureau to the extent of 183,000 taels and have also clandestinely disposed of 1,000 Mauser rifles which the Bureau obtained from the Bureau of Local Affairs at Canton. The Admiral expresses his belief that the firearms have been sold by the gentry to robbers and pirates, and he has appealed to the Viceroy to instruct the Kwang Chan Prefect to proceed to Tung Koon to arrest all the gentry who are implicated and have them tried and punished.

TROUBLE ON THE RAILWAY.
It is reported that a foreigner employed on the Kowloon-Canton Railway works here assaulted a Chinese employee and that the Chinese employee on the line are very much excited over the affair. The matter has since been reported to Mr. Grove, the Superintendent of the Railway Works.

THE PARACEL ISLANDS.
A long report on the Paracel Islands has been sent to the Viceroy by Admiral Li, who was in command of the recent expedition to the islands. The report is said to embody many interesting schemes for the development of the islands, including the erection of a steel bridge to connect the Pook Po and Mo Hok Islands.

A CHINESE ORDINANCE SURVEY OF KWANTUNG.

The Viceroy has received instructions from the Board of War at Peking to make a map of Kwangtung Province for military purposes. The dispatch urges His Excellency to have the map ready as soon as possible. His Excellency has already delegated many surveyors to proceed with the work.

VICEROY'S PROCLAMATION RE S.S. "FATSHAN" AFFAIR.

From inquiries made, I learn that the proclamation issued by the Viceroy on the 15th instant re the s.s. *Fatshan* affair (a translation of which appeared in our Saturday's issue) was issued in consequence of representations made by Mr. Fox, H.B.M.'s Consul-General, who had received information several days previously to the issue of the circulars by the Self-Government Society that the meeting was contemplated with the object of reviving the boycott against Messrs. Butterfield & Swire. It is curious to note that although the proclamation was issued on the 15th instant and its object was to prohibit any further meetings of the Self-Government Society to revive the s.s. *Fatshan* affair, or at least commanding the public to cease discussing the subject under penalty of severe punishment, yet circulars were distributed by the Self-Government Association on the following day to convene a meeting on the 17th instant for the purpose of discussing the s.s. *Fatshan* affair, thus entirely ignoring the Viceroy's commands. Another noteworthy incident is that all the local Press conspired to suppress the publication of the proclamation until the meeting had taken place. Only a few of the papers published the proclamation this morning. This was purposely done so as to give a loophole to the members of the Self-Government Society to claim exemption from punishment for disobeying the Viceroy's order in the event of any trouble arising, as they would plead ignorance of the issuing of the proclamation because they never saw it in any of the local papers.

The following is a translation of a letter sent by the Self-Government Association to the Portuguese Consul:—

"We beg respectfully to draw your attention to the fact that last year Your Honour wrote a dispatch to the Viceroy re the s.s. *Fatshan* which contained many false accusations against the witnesses for the prosecution, the representatives of the Press and this Association. Such allegations are most abhorrent to us. Our Viceroy has replied to you in a dispatch couched in most reasonable terms. His Excellency at the same time requested the members of this Association to be calm and to wait for the settlement of the case by the authorities. This Association took Your Honour to be an administrator who would deal with all public affairs in a spirit of justice and fairness, thus preserving the friendly relations between our respective countries. Surely you would eventually find out yourself that the above-mentioned allegations made by you were without any foundation. Several months have since elapsed and you have not answered the Viceroy's dispatch. This Association considered that the witnesses for the prosecution gave their evidence simply from love of righteousness; the Press has the right to freely criticize all public matters, and the representatives of this Association have a perfect right to discuss any public cause. Your false accusations have not only caused us great distress, but have also seriously injured our good reputation and we resent the allegations made by you. We take upon our selves the responsibility to deal with the matter unofficially, and therefore we write Your Honour this letter. We require you to substantiate the statements made, and we request you to reply to our letter within the next three days. The address of this Association is Wah Lum Chi, Western Suburbs, Canton."

We are startled at times by the originality of the American mind. An Illinois legislator has introduced a measure to "regulate the sizes shape, consistency and ingredients of women's hats," but perhaps the "merry widow" hat and other huge headgear ought to have prepared us for some such proposal. More man can endure a great deal here below, but the worn will turn it too sorely pressed. When women attempted to shut out his view of the universe—and of the stage—what one step too far.

LOCAL SPORT.

LAWN TENNIS LEAGUE.

KOWLOON C.C. Y.M.C.A.

The meeting between the Y.M.C.A. and Kowloon C.C., which took place at King's Park on Saturday afternoon, was of more than ordinary interest, as it was expected to decide which team should win the League competition, the two teams being the strongest in the League. Victory went to Kowloon by 52 games to 47. Scores:

Klimanek and Brewer beat Hickling and Le Breton 9/2, lost to Edwards and Fowler 5/5, beat Clements and Taylor 10/1. Lapsley and Clelland lost to Edwards and Fowler 2/9, beat Clements and Taylor 8/3, beat Hickling and Le Breton 6/5.

Green and Mead, lost to Clements and Taylor 4/7, to Hickling and Le Breton 5/5, Edwards and Fowler 3/8.

CRAIGSGOWER V. LUSITANO.

Craigsgower met the Lusitano Club at Happy Valley on Saturday afternoon and won by 23 games. Scores:

R. Phillips and L. E. Lamont beat E. Hyndman and E. Leitao 6/5, A. A. Guterres and J. Remedios 9/3, and P. Roza and M. Leitao 6/5.

L. A. Rose and J. D. Kinnaird beat Hyndman and E. Leitao 10/1, Guterres and Remedios 7/4, and lost to Roza and Leitao 5/6.

R. Bass and H. W. Peterson beat Hyndman and Leitao 7/4, lost to Guterres and Remedios 5/6, beat Roza and Leitao 7/4.

Craigsgower, 6 games; Lusitano, 38.

SCHOOLMASTERS V. CHINESE Y. M. C. A.

This match, played at Causeway Bay, resulted in a win for the Schoolmasters—63 to 36.

The detailed score is as follows:

On Friday, Braithwood and Brown won from Ko Po Shan and Lau Wing Chung 9/2, lost to Wing Lock and F. M. Mohler 8/3, won from Lau Lin Chung and H. Gittins 9/2.

On Saturday, Bird and Barlow won from Wei Wing Lock and Lau Wing Chung 6/5, from Ho Wing Hung and F. M. Mohler 6/5, from Lau Lin Chung and H. Gittins 9/2.

Garratt and Sutherland won from Ho and Mohler 6/5, from Wei, Lou 6/5, from Lau and Gittins 10/1.

LAWN BOWLS.

KOWLOON V. CIVIL SERVICE.

These old rivals met on the King's Park on Saturday afternoon, and an unusually keen and exciting game resulted in a win for Kowloon by the margin of fifteen shots. The victors were up on every rink.

At the close Mr. Adams, on behalf of the visitors, expressed appreciation of the sport and hospitality enjoyed during the afternoon, and cheers having been given for their hosts, Mr. Russell replied for Kowloon and the members of that cheered their visitors.

Scores:

KOWLOON.	C. S. C.
J. Menzie.	C. W. Brett.
D. Keith.	W. H. Woolley.
W. Russell.	W. Fincher.
J. Macdonald.	M. Melvor.
(skip) 18	(skip) 17
W. Taylor.	J. Whitbair.
D. Gov.	A. Bloney.
D. Harvey.	B. Fenton.
W. J. Crawford.	A. J. Wheel.
(skip) 19	(skip) 18
E. H. Farber.	P. T. Lamble.
C. W. Alexander.	W. S. Diggins.
G. R. Edwards.	M. Thornhill.
A. A. H. Milroy.	C. Bond.
(skip) 24	(skip) 18
J. M. Ramsay.	J. Blake.
P. Ramsay.	E. W. Dawson.
T. Pettie.	P. R. Adams.
A. Ramsay.	L. E. Brett.
(skip) 25	(skip) 18
86	71

VICTORIA RECREATION CLUB.

The report and statement of account of the Victoria Recreation Club for the year 1908, to be presented to members at the annual general meeting to be held on Monday, June 28th, has been issued. The following extracts are taken therefrom:—

The Boat House Sub-Committee have much pleasure in being able to present a cheery report on the past year's work. The point calling for this satisfaction is the greatly increased general interest shown in this section and an enthusiasm which has enabled us to enter crews both in the Hongkong and Canton Regatta, though we regret that in neither case were we successful. The two scratch races held early in the season were instrumental in reviving interest and the means of bringing to the fore several promising new oarsmen. In connection with the Hongkong Regatta we should like to acknowledge our indebtedness to the Royal Hongkong Yacht Club for their sporting loan of a paired boat until the arrival of our own from England.

During the last season we have had four 4-oared boats locally built on the lines of the new "Clayton," which have so far given every satisfaction; and also one new racing pair-oar, which was procured from England.

The Gymnasium Sub-Committee reports that the gymnasium has been kept in good condition throughout the year. In the person of Sergt. Link the Club possesses an able instructor who, besides being thoroughly qualified, is painstaking and deserves more encouraging attendance of members at his classes, which at present are held every Tuesday and Friday. The manner in which the instructor has fulfilled his engagements is extremely gratifying and the Gymnasium Committee desire to place on record their appreciation of his services.

The general working account shows an amount of \$4,464 derived from annual subscriptions, and \$1,540 received as entrance fees. The balance sheet places the assets at \$31,993.37, while the liabilities total \$29,838.67.

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions from A. L. STEIN, Esq., to Sell by Public Auction,

On MONDAY, the 28th June, 1909, at 2.15 p.m., within his Residence, No. 1, The Albany, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE, comprising:

SILK TAPESTRY DRAWING ROOM SUITE, DOUBLE BRASS MOUNTED BEDSTEADS WITH MATTRESSES, MARBLE TOP BUREAUS, SINGLE and DOUBLE WARDROBES WITH GLASS, TEAKWOOD DINING ROOM SUITE by Messrs. Wm. Powell & Co., Ltd., BLACKWOOD DESKS, VELVET-PILE CARPETS and RUGS, OIL PAINTINGS and ENGRAVINGS, CHINESE VASES and WALL PLATES, JARDINIÈRES STANDS, &c., &c., BATH ROOM, PANTRY and KITCHEN REQUISITES, and a quantity of HOUSEHOLD LINEN.

One Upright Iron GRAND PIANO by Robinson Piano Co., one GRAMOPHONE with Records,

AND A Unique Assortment of OLD WEAPONS. Catalogues will be issued. Electric Fans will be used during Sale. On View from SATURDAY, 26th June. Terms:—As Usual.

HUGHES & HOUGH, Auctioneers. [664] Hongkong, 19th June, 1909.

NOTICES TO CONSIGNEES

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

THE Steamship

"MATOPPO," Captain Dornand, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and stored at Consignees risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on MONDAY, the 21st inst., at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

No Fire Insurance has been effected. In consequence of the steamer having grounded in the Suez Canal Consignees must sign a General Average Bond before bills of Lading can be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 14th June, 1909. [652] NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"YORCK," Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 22nd June, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd June, at 9.30 A.M.

All Claims must reach us before the 26th June, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

This Steamer brings Cargo. Ex. S.S. "THEBAPIA" from Smyrna. Transhipped at Naples.

KORDEUTSCHER LLOYD, MELBOURNE & Co., General Agents. Hongkong, 15th June, 1909. [5]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"PERSEA," Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained.

The Steamer brings Cargo from Trieste ex. S.S. "Metocich," transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Undersigned before Noon on the 23rd inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd inst., will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 16th June, 1909. [3]

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December, 1908. With Index. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office. Hongkong, 21st January, 1909.

SCIENTIFIC MISCELLANY.

BIRTH OF THE SOLAR SYSTEM—SUGAR-CURED WOOD—A METAL FOR HIGH SPEEDS—DISTANCE SIGNALS IN FOGS—A GROOMED PARALLEL—PRECIOUS ORE IN A DUMP—IMPROVED PICTURE TELEGRAPHY—EYE-SAVING MODERATION IN LIGHT—VOLCANO GEOLOGY.

In the new nebular hypothesis of Prof. T. J. J. See, it is assumed that a spiral nebula was formed by two or more streams of cosmic dust, which met in such a way as to produce a whirling motion about a central vortex. This nebula was much larger than the present solar system, and as it coiled up under its own gravitation, the spirals were gradually drawn nearer together, and the nuclei formed in the coils gathered more cosmic dust, beginning the planets, which at first moved in elliptic paths of great eccentricity. The resistance of the nebula reduced the orbits in size, giving their present remarkable roundness. The limits of the solar system may be still unknown, for the orbit of Neptune is almost circular, and this indicates that, even at this great distance from the centre, the nebula offered much resistance to moving bodies, and must have had sufficient density to form several large planets beyond those now known.

The new process announced by Consul Olivares, of Managua, is designed to make soft wood proof against the ravages of the termites, or white ants—which in the tropics often destroy the finest buildings in six months—and is specially recommended to makers of furniture and woodworkers intended for use in tropical countries. Of untreated woods only oak, yucca and teak resist the termites. The treatment consists in boiling the newly cut timber in a saccharine solution, which extracts the air and coagulates the albumen in the sap, and then rapidly drying at fairly high temperature. The hard, homogeneous product—which does not shrink, warp or split—resists the dry rot of temperate lands as well as the tropic termites.

Titanium is said to be the only metal suitable for the bearings and axles of certain modern gasoline motors, which run at speeds as high as 3,000 revolutions per minute. The metal is obtained from rutile, or titanium dioxide, a mineral of little commercial importance hitherto.

The fogphone of R. H. Marripi, of Brooklyn, is designed to prevent collisions at sea by a combination of wireless telephony and the ordinary fog bell or the submarine bell, and its action depends upon the fact that the sound of the bell travels in air about 1,000 feet per second, or slightly faster in water, while the transmission of the same sound by the wireless telephone is practically instantaneous, or at the rate of light—about 185,000 miles a second. As the man in the pilot-house catches the sound of the bell in the telephone receiver, he presses the button that starts an instrument resembling a stop watch. When the sound of the bell arrives by air or water waves he stops the instrument, and the dial—instead of indicating seconds like the watch—shows the miles and feet the sound has travelled. At a distance of two miles the air sound would be heard about ten seconds after that of the telephone. When the bell is next heard, the indicator shows whether the distance has increased or diminished, and thus the navigator is notified if there is danger of collision.

It was decreed by the Convention of 1818 and the Treaty of Washington of 1846 that the boundary between the United States and Canada from the Lake of the Woods to the Pacific—a distance of 1,270 miles—should follow the forty-ninth parallel. The surveyors who have lately completed the location of the boundary have found that the astronomical parallel varies from a direct circle around the earth, and Prof. Otto Klotz explains the curious fact that the line, instead of being straight, is at one point 80 feet south of the direct circle and at another place 600 feet north. It was decided that the astronomical parallel—or line through places where the Pole is 41 deg. from the zenith—should be the accepted boundary. This decision was followed, but local attraction in some places defeats the plumb-line and therefore the zenith, and the astronomical forty-ninth parallel proves to be a quite irregular line.

The most valuable pile of waste known is that lately discovered at the Wharf Treanwith mine, near St. Ives, England. The Cornish miners 50 years ago used only simple ores, rejecting complex ores as refractory, and uranium ore sent to the smelter as black copper was returned as rubbish. The dump heap of some 40,000 tons thus collected now seems to be ten per cent. pitchblende, estimated to be worth \$250 a pound.

In Dr. Korn's system of transmitting pictures by wire—which has been under test for some time at stations in Paris, Berlin and London—greatly improved results have been obtained, with more rapid transmission, by the late plan of using line drawings instead of photographs at the sending station. A photograph drawing published in Le Matin, the Paris daily, showed a man at Zippel on his aeroplane. At the Berlin station the photograph had been prepared by ink-its principal lines, when a half-tone was made from it for transmission, and the picture printed in the Paris paper showed some of the shades and tints as well as the drawn line. For transmission, the half-tone was rolled in the form of a cylinder, which was revolved with a small contact wire resting against it to send the impulses of current. The receiving end had the usual apparatus, a photographic film being wound on a cylinder rotating in agreement with the transmitting one, and a point of light varied in brightness by the current giving the impression on the film. The picture was received in ten minutes, while a photograph from Berlin by mail would have taken eighteen hours.

The daylight brightness of an ordinary room, in which the sun is not directly shining, is found by J. E. Woodwell to be commonly not more than 1/10 candle-power and sometimes as low as 1/100 candle-power per square inch. Most artificial lights have a much greater intrinsic brightness, and this accounts for their injurious effects when the eyes are not shielded from their full glare. He concludes that a diffused light of 1/5 to 1/10 candle-power per square inch is best. Strain and injury to the eye have been attributed to ultra-violet light, but such light is less in various incandescent illuminants than in direct or even reflected sunlight.

The volcanoes of Hawaii have been a subject of study since 1883 by Prof. C. H. Hitchcock, formerly of Dartmouth College, N. H., but now with his family making a home in Honolulu. A better acquaintance with Mauna Loa and Kilauea, the world's most wonderful craters, is to be expected from the book soon to be issued giving the results of this investigation.

THE PRINCE OF WALES ON PRINTING AND JOURNALISM.

The Prince of Wales presided last month at the 82nd anniversary dinner in aid of the Printers' Pension, Almshouse, and Orphan Asylum Corporation, held at the Hotel Cecil, London. His Royal Highness has evinced a personal interest in all the arrangements. In addition to visiting a newspaper office and a general printing office, he had, with the Princess of Wales, visited the almshouses at Wood-green and chatted with the old people.

In proposing the toast of the evening His Royal Highness said:— "The printer is the invisible friend of all who have written, all who have read. The printing press is the source of the life-blood of the civilized world—its upholders, and collapse, social, political, and commercial, must inevitably follow."

THE ART OF PRINTING.

The noble art of printing has been the generous giver of knowledge—religious, scientific, and artistic; it has been the instrument of truth, liberty, and freedom. (Cheers.) It has added to life comfort, recreation, and refinement. And yet, how comparatively recently in the world's history did mankind become possessed of this priceless gift. In 1437, we are told, the first printed book in England, the first printed book in London and at the two Universities, Oxford and Cambridge, there was scarcely a printer in the kingdom; the only press north of the Trent was at York. In 1724, there were 34 counties, including Lancashire, in which there were no printers. In 1901, the census showed that in England and Wales over 107,000 men and nearly 11,000 women were employed in the printing and lithographic trades. (Cheers.) Until the License Act was abolished in 1695 there was only one newspaper in these islands—the London Gazette. (Laughter.) Its total circulation was 8,000 copies—much less than one to each parish in the kingdom—and no political intelligence could be published in it without the King's licence. Since 1760 the London Gazette has been printed by the house of Harrison. (Cheers.) The head of the firm is present here to-night (cheers), and is the fourth direct descendant of the original founders of the business. To-day there are some 1,500 daily, weekly, and monthly publications in the House of Commons issued a proclamation forbidding the publication of debates, and six printers who defied it were summoned to the Bar of the House. To-day The Times supplies us with almost a verbatim report of the Parliamentary debates by 5 o'clock the next morning. In 1852 we are told in the "Life of Deane" that the daily issue of The Times was 40,000; the Morning Advertiser came next, with 7,000, the remaining principal London papers averaging slightly over 3,000. (Laughter.) To-day the printing machines of many of the London morning papers turn out upwards of 20,000 copies per hour; so that within rather more than half a century the circulation of the London daily Press has increased from tens to hundreds of thousands. (Cheers.) In the Colonies and in India there has been a corresponding development in the art of printing. The official account of our visit to India in 1905 was published in Bombay, and in all details was the result of Indian work, and would, I imagine, bear comparison with the best of our home productions.

THE PRINTER'S LIFE. With regard to the printer's life, while legislation and the general advance of civilization have done much, both regarding his wages, hours of work, and his surroundings, it is probable that keen competition and modern requirements render it more strenuous than ever. The profession is to be congratulated upon still maintaining the old system of apprenticeship for a term of seven years (cheers), while, thanks to the excellent classes formed in the technical institutions both in London in the provinces, apprentices are able to supplement the knowledge obtained in the workshop, when the work is becoming every year more and more specialized. I hope it will not be considered out of place if I remind my friend the American Ambassador (cheers), who has been kind enough to support me this evening, that the great Benjamin Franklin worked as a printer for nearly two years in London, and the printing press which he used in now in the possession of the Philosophical Society of Philadelphia. It is an interesting fact that various circumstances have combined to remove, to a considerable extent, book printing from London to the country. But besides the daily and weekly newspapers, most of the magazines and periodicals are still printed in London, and as all, or nearly all, the daily papers go to press after midnight, we may say that, practically, London sleeps while her printers are working. (Cheers.) And while we regard it as a matter of course that our newspapers are on the breakfast table, do we realize the industry, thought, attention, and accuracy which has been bestowed on those pages, not only by the printer, but by the correspondents and reporters? (Cheers.)

PUBLIC MEN AND NEWSPAPERS. Members of Parliament and public men are, I imagine, quick to recognize with gratitude the consideration with which their utterances are dealt with the columns of our newspapers. In Robert Peel, in the Prime Minister, speaking on this subject, once said: "We ought to consider ourselves greatly indebted to the gentlemen of the Press. For who of us, as we sit at our breakfast table of a morning, would like to see our speech of the previous night reported verbatim?" (Laughter and Cheers.)

HOW TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Chantante, Lait Chantant and Special Skin Tonic and Poudre Chantant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents. [453]

SHARE REPORT.

Messrs. Erich Georg & Co., in their weekly share list, dated 19th June state:—Our market has ruled dull and inactive and a small business only has been done during the week under review. The sterling demand rate of exchange on London stands at 1s. 9.3/4, while rates on Shanghai are 1s. 7.3/4 for a Bank T/T, and 1s. 7.5/8 for 75 days for a three days' sight Private Draft, the rate in Shanghai on this for a three days' sight Private Bill being 1s. 7.3/4. Barsilver in London is quoted 24d., and Consols. 82.3/4. The Bank of England's rate of discount is 2 1/2 per cent., and the private market rate of discount is 1 1/2 per cent. BANK SHARES.—Hongkong and Shanghai Banks have been done in small lots at \$995, \$995, and \$1,000, closing quietest with sellers at \$995, although the London rate has advanced to \$995. 10s. 0d. Nationals are unchanged.

MARINE INSURANCE SHARES.—A small lot of Unions fetched \$840, at which rate there are sellers. A few North Chinas have been done at 11s. 10s., and more shares are wanted. In other stocks under this heading nothing has transpired and rates are unchanged.

FIRE INSURANCE SHARES.—Some few Hongkongs changed hands at \$345, at which figure the market is steady. Chinas are in demand at \$119, with probable sellers at \$113.3/4.

SHIPPING SHARES.—Hongkong, Canton and Macao Steamship shares continued in request, and business has been done at \$33, at which rate more shares are wanted. Indo-Chinas are very quiet and the selling rate is \$74, while Shanghai rates are unchanged. China and Manille, Doolongs, as well as Star Ferries, are unchanged, and without business. Short transports, in sympathy with the rise in London for shares for Nansu shares, have buyers locally at 63s. 6d. for Bearers scrip. Union Waterboats sold and are wanted at \$11.

REFRIGERIES.—Without any sales and unchanged. MINING SHARES.—Charbonnages are unchanged. Raubs sold at \$94 for fully paid up shares, and have further sellers. Chinese Engineering and Mining Company's shares are steady at 11s. 13/4.

DOCKS, WHARVES, GODOWNS, &c.—Hongkong and Whampoa Docks sold at \$66 to \$64, a few shares are on offer at \$65. Penwicks, as well as New Anoy Dock Shares, are unchanged. Shanghai Docks sold locally at 11s. 81, our Shanghai wire quotes sellers at 11s. 82. Hongkong and Kowloon Wharves sold at \$59 and \$58, and are on offer at latter figure. Shanghai and Hongkong Wharves have advanced to 11s. 16.2/3, at which rate shares are obtainable.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands, after a further sale at \$110, are available at \$109. A small lot of Kowloon Lands sold at \$30. West Points are steady at \$49. Old Hongkong Docks are obtainable at \$69, while the new issue has buyers at \$38, after sales at that figure. Humphreys Estates continue in request at \$9.3/4. Shanghai Lands are quoted 12s. 12d.

COTTON MILLS.—Shanghai quotes: Bwos 11s. 12s. Internationals 11s. 8s. 9s. 10s. 11s. 12s. 13s. 14s. 15s. 16s. 17s. 18s. 19s. 20s. 21s. 22s. 23s. 24s. 25s. 26s. 27s. 28s. 29s. 30s. 31s. 32s. 33s. 34s. 35s. 36s. 37s. 38s. 39s. 40s. 41s. 42s. 43s. 44s. 45s. 46s. 47s. 48s. 49s. 50s. 51s. 52s. 53s. 54s. 55s. 56s. 57s. 58s. 59s. 60s. 61s. 62s. 63s. 64s. 65s. 66s. 67s. 68s. 69s. 70s. 71s. 72s. 73s. 74s. 75s. 76s. 77s. 78s. 79s. 80s. 81s. 82s. 83s. 84s. 85s. 86s. 87s. 88s. 89s. 90s. 91s. 92s. 93s. 94s. 95s. 96s. 97s. 98s. 99s. 100s. 101s. 102s. 103s. 104s. 105s. 106s. 107s. 108s. 109s. 110s. 111s. 112s. 113s. 114s. 115s. 116s. 117s. 118s. 119s. 120s. 121s. 122s. 123s. 124s. 125s. 126s. 127s. 128s. 129s. 130s. 131s. 132s. 133s. 134s. 135s. 136s. 137s. 138s. 139s. 140s. 141s. 142s. 143s. 144s. 145s. 146s. 147s. 148s. 149s. 150s. 151s. 152s. 153s. 154s. 155s. 156s. 157s. 158s. 159s. 160s. 161s. 162s. 163s. 164s. 165s. 166s. 167s. 168s. 169s. 170s. 171s. 172s. 173s. 174s. 175s. 176s. 177s. 178s. 179s. 180s. 181s. 182s. 183s. 184s. 185s. 186s. 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851s. 852s. 853s. 854s. 855s. 856s. 857s. 858s. 859s. 860s. 861s. 862s. 863s. 864s. 865s. 866s. 867s. 868s. 869s. 870s.

SHIPPING.

ARRIVALS.
CLARA JENSEN, Ger. str., 1,103, J. Bondisen, 19th June—Wakamatsu 13th June, Coal—Jensen & Co.
CAMDYSE, British str., 2,053, Bainbridge, 19th June—New York 24th April and Shanghai 6th June, Kerosene—Standard Oil Co.
DARDANUS, British str., 2,992, H. Nicholas, 19th June—Yokohama and Shanghai 16th June—Butterfield & Swire.
FAUSANG, British str., 1,410, H. S. Malkin, 19th June—Saigon 15th June, Rice and General—Wo Fat Sing.
GLENOGLE, British str., 2,399, W. H. Padder, 29th June—Amoy 18th June, General—Chinese.
HAICHUNG, British str., 1,234, W. C. Passmore, 20th June—Fookchow and Swatow 19th June, General—Douglas, Laprak & Co.
HALDIE, Norwegian str., 1,065, Solberg, 20th June—Bangkok via Swatow 19th June, General—Order.
HONGKONG, French str., 756, A. Cornelissen, 20th June—Haiphong and Hoihow 19th June, General—A. R. Marty.
JACOB DIEDERICHSEN, German str., 630, A. Hansen, 19th June—Haiphong, Pakhoi and Hoihow 18th June, General—Jensen & Co.
JOHANN, German str., 752, Tipland, 19th June—Swatow 18th June, Ballast—Jensen & Co.
KEONG WAH, German str., 1,115, T. Kohler, 20th June—Swatow 19th June, General—Butterfield & Swire.
SENEGAMBIA, German str., 2,380, H. Eekhorn, 19th June—Fookchow 17th June, General—Hamburg-Amerika Linie.
SOSHU MARU, Japanese str., 1,115, T. Sugi, 19th June—Swatow 18th June, General—Osaka Shosen Kaisha.
TACOMA MARU, Japanese steamer, 3,850, H. Yamamoto, 18th June—Kobe 10th and Moji 14th June, Matches and General—Osaka Shosen Kaisha.

DEPARTURES.
19th June.
DAIJIN MARU, Japanese str., for Swatow.
DAKOTAH, British str., for Moji.
FUKUDA MARU, Jap. str., for Wakamatsu.
JAPAN, British str., for Shanghai.
KIANG PING, Chinese str., for Canton.
KNIVSBERG, German str., for Haiphong.
KUMANO, British str., for Singapore.
MANDAL, Norwegian str., for Wakamatsu.
PERSIA, Austrian str., for Shanghai.
TOMO MARU, Japanese str., for Shanghai.
TOSINTAU, German str., for Bangkok.
VICTORIA, Swedish str., for Haiphong.
WAIRING, British str., for Shanghai.
ZAFIRO, British str., for Manila.
CHONGING, German str., for Bangkok.
CHOSHU MARU, Japanese str., for Swatow.
DAIGO MARU, Jap. str., for Swatow.
HAIKUN, British str., for Swatow.
HALOLIS, Dutch str., for Singapore.
HELENE, German str., for Hoihow.
LINAN, British str., for Shanghai.
MANDAN MARU, Japanese str., for Milke.
SENEGAMBIA, German str., for Singapore.
SHANTUNG, German str., for Hongkong.
WINGANG, British str., for Canton.
SHIPPING REPORTS.
The British str. *Fausang* reports: Fine clear weather, moderate S.E. to S.W. breeze and seas throughout.

VESSLS IN DOCK.
June 18th.
ABERDEEN DOCK.
KOWLOON DOCK—Tai On, Honam, Landrat Scheff, Lektin.
COSMOPOLITAN DOCK—
TAIKOO DOCK—Maple Leaf, Anhui, Kwei-yang.
VESSLS ON THE BERTH
REGULAR STEAMSHIP SERVICE
(WITH LIBERTY TO CALL AT MALABAR COAST).
PROPOSED SAILINGS FROM HONGKONG.
For NEW YORK.
S.S. "PATHAN" ... On 22nd June.
For Freight and further information, apply to DODWELL & Co., Ltd., Agents.
Hongkong, 29th May, 1909. [699]
EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
For SYDNEY AND MELBOURNE.
(Calling at Timor, Port Darwin and Queensland Ports and taking through cargo to Adelaide, New Zealand, Tasmania, &c.)
THE Steamship
"EMPIRE"
Captain Helms, will be despatched as above on WEDNESDAY, 23rd inst., at Noon.
This well-known Steamer is specially fitted for Passengers and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 4th June, 1909. [820]

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VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via SUEZ CANAL	DEVANHA	Brit. str.	—	W. Hayward, R.N.R.	P. & O. S. N. Co.	On 23rd inst., at Noon.
LONDON & ANTWERP via SINGAPORE &c.	NAMUR	Brit. str.	—	H. W. Konick, R.N.R.	P. & O. S. N. Co.	About 30th inst.
ANTWERP ROTTERDAM & HAMBURG &c.	SITHONIA	Ger. str.	k.w.	Brehmer	HAMBURG-AMERICA LINE	On 1st July.
HAVRE & HAMBURG via STRAITS &c.	BRASILIA	Ger. str.	k.w.	Jäger	HAMBURG-AMERICA LINE	On 22nd July.
HAVRE-COPENHAGEN & ST. PETERSBURG	SIAM	Swed. str.	—	—	Messageries Maritimes	Middle of July.
HAVRE & HAMBURG via STRAITS &c.	SENEGAMBIA	Ger. str.	k.w.	Eckhorn	HAMBURG-AMERICA LINE	To-day.
HAVRE & HAMBURG via STRAITS &c.	ISTRIA	Ger. str.	k.w.	Rebulet	HAMBURG-AMERICA LINE	On 9th July.
MARSEILLES, &c. via PORTS OF CALL	SYDNEY	Swed. str.	—	—	Messageries Maritimes	To-morrow, at 1 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	SAPO MARU	Jap. str.	—	G. C. Hurry	NIPPON YUSEN KAISHA	On 23rd inst., at D'light
MARSEILLES, HAVRE & HAMBURG &c.	SELYA	Jap. str.	k.w.	F. Dohren	HAMBURG-AMERICA LINE	On 23rd inst.
MARSEILLES, BREMEN & HAMBURG, &c.	BOANITA	Jap. str.	k.w.	A. Christensen	NIPPON YUSEN KAISHA	On 7th July, at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	BINGO MARU	Jap. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	About 30th inst.
GENOA, MARSEILLES, LONDON & ANTWERP, &c.	HIRANO MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 1st July, at Noon.
CALLAO, IQUITQUE, &c. via JAPAN PORTS, &c.	MANSU MARU	Jap. str.	—	H. Kirchner	MELCHERS & Co.	On 30th inst., at 10 A.M.
NAPLES, GENOA, ALGIERES, GIBRALTAR, &c.	P. E. LUTFOLD	Ger. str.	—	Nitsche	SANDER, WIELER & Co.	On 26th inst., P.M.
TRIESTE, &c. via SINGAPORE, &c.	E. F. FERNAND	Brit. str.	—	—	DODWELL & Co., Ltd.	To-morrow.
NEW YORK	PATIAN	Brit. str.	—	—	DODWELL & Co., Ltd.	About 13th July.
BOSTON & NEW YORK via PORTS & SUEZ CANAL	ST. PATRICK	Brit. str.	2 F.	—	CANADIAN PACIFIC R.C.	On 3rd July, at 6 P.M.
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	1 F.	—	CANADIAN PACIFIC R.C.	On 14th July, at Noon.
VANCOUVER via SHANGHAI JAPAN, &c.	MARSHALL MARU	Brit. str.	—	—	OSAKA SHOSHUN KAISHA	On 3rd July.
TACOMA via SHANGHAI & JAPAN, &c.	OSAKA	Brit. str.	—	—	DODWELL & Co., Ltd.	On 1st July.
VICTORIA, B.C. & TACOMA via JAPAN	SHIMANO MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
VICTORIA, B.C. & SEATTLE via KAWLUNG, &c.	TANGO MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 6th July, at 4 P.M.
AUSTRALIAN PORTS via MANILA	PRINZ SIGISMUND	Ger. str.	—	D. Lens	MELCHERS & Co.	On 18th July, at 10 A.M.
AUSTRALIAN PORTS via TIMOR, PORT DARWIN, &c.	EMPIRE	Brit. str.	—	P. T. Helms	GIBB, LIVINGSTON & Co.	On 23rd inst., at Noon.
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 9th July, at Noon.
AUSTRALIAN PORTS via MANILA	TAIWAN MARU	Jap. str.	1 M.	L. Dawson	BUTTERFIELD & SWIRE	On 18th July, at 4 P.M.
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	—	T. Sakine	NIPPON YUSEN KAISHA	On 6th Aug., at Noon.
YOKOHAMA & KOBE	PRINZ SIGISMUND	Ger. str.	—	D. Lens	MELCHERS & Co.	About 26th inst.
KOBE & YOKOHAMA	ANA MARU	Jap. str.	—	A. Keith	NIPPON YUSEN KAISHA	On 25th inst., at 5 P.M.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 7th July, at Noon.
NAGASAKI, MOJI, KOBE & YOKOHAMA	ASATA MARU	Jap. str.	—	H. E. Forsyth	BUTTERFIELD & SWIRE	On 30th July, at 5 P.M.
WEIHAIWEI, CHEFOO & TIENTSIN	HUICHOW	Brit. str.	1 M.	H. E. Makin	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
MOJI & KOBE	THIKINI	Dut. str.	—	V. McClymont-Liddell	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at 4 P.M.
JAPAN	CHONGSHING	Brit. str.	—	—	MELCHERS & Co.	On 23rd inst., at Noon.
TIENTSIN via WEIHAIWEI & CHEFOO	SIAM	Dut. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SHANGHAI, YOKOHAMA, & KOBE	KWITANG	Brit. str.	1 M.	—	MELCHERS & Co.	About 21st inst.
SHANGHAI & CHINKIANG	TUNGSHING	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SHANGHAI, KOBE & YOKOHAMA	ARMAND BEHIC	Brit. str.	—	—	MELCHERS & Co.	About 21st inst.
SHANGHAI	CHONGSHING	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SHANGHAI, YOKOHAMA & KOBE	ASATA MARU	Jap. str.	—	—	HAMBURG-AMERICA LINE	On 24th inst.
SHANGHAI	ABATA	Jap. str.	—	—	P. & O. S. N. Co.	On 24th inst., at 4 P.M.
SHANGHAI	YINGCHOW	Brit. str.	1 M.	—	BUTTERFIELD & SWIRE	On 27th inst., at D'light
SHANGHAI	CHINFA	Brit. str.	1 M.	—	BUTTERFIELD & SWIRE	On 1st July, at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KLINT	Ger. str.	1 M.	—	MELCHERS & Co.	About 1st July.
SHANGHAI, YOKOHAMA & KOBE	SLAVONIA	Ger. str.	k.w.	—	HAMBURG-AMERICA LINE	On 2nd July.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SARDINIA	Brit. str.	—	—	P. & O. S. N. Co.	About 2nd July.
SHANGHAI, YOKOHAMA, KOBE & MOJI	NAMANG	Brit. str.	1 M.	—	JARDINE, MATHESON & Co., Ltd.	On 3rd July, at Noon.
SHANGHAI & KOBE	YONAM	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 4th July, at D'light
SHANGHAI	YONAM	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 4th July.
SHANGHAI	YONAM	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	YONAM	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at 10 A.M.
SHANGHAI	YONAM	Brit. str.	—	—	OSAKA SHOSHUN KAISHA	To-morrow, at 2 P.M.
SHANGHAI	YONAM	Brit. str.	—	—	DOUGLAS LAFRAIK & Co.	On 25th inst., at 2 P.M.
SHANGHAI	YONAM	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 3 P.M.
SHANGHAI	YONAM	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at 4 P.M.
SHANGHAI	YONAM	Brit. str.	—	—	SHENWAN, TOMES & Co.	On 26th inst., at Noon.
SHANGHAI	YONAM	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 29th inst., at 3 P.M.
SHANGHAI	YONAM	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 2nd July, at 4 P.M.
SHANGHAI	YONAM	Brit. str.	—	—	SHENWAN TOMES & Co.	On 3rd July, at Noon.
SHANGHAI	YONAM	Brit. str.	—	—	MELCHERS & Co.	Beginning of July.
SHANGHAI	YONAM	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 29th inst.
SHANGHAI	YONAM	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 30th inst., at 3 P.M.
SHANGHAI	YONAM	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 30th inst., at 4 P.M.
SHANGHAI	YONAM	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., SEATTLE & TACOMA
via
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
OCEANO	4,657	F. W. Davis	On 1st July.
KUMERIC	6,232	J. Mathee	On 22nd July.
AMERIC	4,263	J. Boyd	On 26th August.
SUVERIC	6,232	S. Shotton	On 23rd September.

* These Steamers are specially fitted for the carriage of Asiatic Stevedore Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to
DODWELL & CO., LIMITED,
GENERAL AGENTS.
Hongkong, 18th June, 1909. QUEEN'S BUILDINGS. 8

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TO SAIL
YOKOHAMA & KOBE	"PRINZ SIGISMUND"	About Saturday 26th June.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ REGENT LUITPOLD"	Wed'ay, 30th June, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"KLEINT"	About Thursday, 1st July.
KUDAT & SANDAKAN	"BORNEO"	Beginning of July.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	Friday, 16th July, at 10 A.M.

For further Particulars, apply to
NORDDEUTSCHER LLOYD,
MELOCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.
Hongkong, 21st June, 1909. 5

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" Sat., 3rd July.	"EMPRESS OF IRELAND" Fri., 30th July.
"MONTEAGLE" Wed'ay, 14th July.	"ALLAN LINER" Friday, 20th Aug.
"EMPRESS OF INDIA" Sat., 24th July.	"EMPRESS OF BRITAIN" Fri., 10th Sept.
"EMPRESS OF JAPAN" Sat., 14th Aug.	"ALLAN LINER" Friday, 1st Oct.
"EMPRESS OF CHINA" Sat., 4th Sept.	

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York £71.10
Information on Steamers ... £43 ...
First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.
FORTNIGHTLY SERVICE TO AND FROM EUROPE via SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN via SHANGHAI.

FOR	STREAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHIC"	About 21st June.
MARSEILLES via PORTS	"SYDNEY"	On 22nd June, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"CALEDONIE"	On 5th July, P.M.
MARSEILLES via PORTS	"TOURANE"	On 6th July, 1 P.M.

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.
For Further Particulars, apply to—
P. DE CHAMPMORIN, AGENT,
Queen's Building. 2
Hongkong, 18th June, 1909.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA"
Captain W. Hayward, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 26th June, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Gaita," 8,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Himalaya" due in London on the 6th August, 1909.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 13th June, 1909. [1]

HONGKONG-BOSTON-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.
For BOSTON AND NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to call at the Malabar Coast.)
S.S. "ST. PATRICK" About 13th July.
For Freight and further information apply to—
SHEWAN TOMES & Co.,
General Agents.
Hongkong, 3rd June, 1909. [955]

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE Capt. O. Jones, R.N.R.	About 24th June	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DEVANHA Capt. W. Hayward, R.N.R.	Noon, 25th June	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO PORT SAID and MANILA	NAMUR Capt. H. W. Kouriel, R.N.R.	About 30th June	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SARDINIA Capt. C.C. Talbot, R.N.R.	About 2nd July	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 17th June, 1909.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI and CHINKIANG	"KWEIKANG" Capt. G. C. Hurray	On 21st June, 4 P.M.	
MANILA	"PEAN" Capt. A. Christianson	On 22nd June, 3 P.M.	
SHANGHAI	"YINGCHOW" Capt. K. Kawara	On 24th June, 4 P.M.	
WEIHAIWEI, CHEFOO and TIENTSIN	"HUICHOW" Capt. S. Ishikawa	On 25th June, 4 P.M.	
SHANGHAI	"CHENAN" Capt. N. Mathieson	On 27th June, 4 P.M.	
MANILA	"TAMING" Capt. T. Sekine	On 29th June, 3 P.M.	
SAMARANG and SOERABAYA	"CHENAN" Capt. Wm. Thompson	On 29th June, 4 P.M.	
SHANGHAI	"CHINHUA" Capt. R. Smith	On 1st July, 4 P.M.	
SHANGHAI	"LINAN" Capt. R. Smith	On 4th July, 4 P.M.	

MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

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INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	"CHOYANG" Capt. G. C. Hurray	Tuesday, 22nd June, Noon.	
SHANGHAI	"TUNGSHING" Capt. A. Christianson	Wednesday, 23rd June, Noon.	
TIENTSIN via WEIHAIWEI and CHEFOO	"CHONGSHING" Capt. K. Kawara	Thursday, 24th June, 4 P.M.	
MOJI and KOBE	"FAUSANG" Capt. S. Ishikawa	Friday, 25th June, 4 P.M.	
MANILA	"LOONGSANG" Capt. N. Mathieson	Friday, 25th June, 4 P.M.	
MANILA	"YUENSANG" Capt. T. Sekine	Friday, 2nd July, 4 P.M.	
SHANGHAI, YOKOHAMA, KOBE and MOJI	"NAMSANG" Capt. Wm. Thompson	Saturday, 3rd July, Noon.	
SINGAPORE, PENANG and CALCUTTA	"FOOKSANG" Capt. R. Smith	Tuesday, 6th July, 3 P.M.	

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KITSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Telephone No. 61.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

16

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAKAO via SWATOW, AMOI and ANPING	"SOSHU MARU" Capt. K. Suoi	WED'DAY, 23rd June, at 10 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 19th June, 1909.

T. ARIMA, Manager.

13

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON
THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS
PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAICHING" Capt. Passmore	SWATOW, AMOI & FOCHOW	TUESDAY, 22nd June, at 2 P.M.
"HAIKIAN" Capt. J. S. Roach	SWATOW, AMOI & FOCHOW	FRIDAY, 25th June, at 2 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL
ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR
BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 21st June, 1909.

10

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"SIAM" Capt. G. C. Hurray	Middle of June.
MARSEILLES, HAVRE, COPEN- HAGEN and GOTHENBURG	"NIPPON" Capt. A. Christianson	23rd June.
SHANGHAI, YOKOHAMA and KOBE	"YEDDO" Capt. K. Kawara	5th July.
HAVRE, COPENHAGEN and ST. PETERSBURG	"SIAM" Capt. S. Ishikawa	Middle of July.

For Further Particulars apply to
Hongkong, 11th June, 1909.MELOHERS & CO.,
AGENTS.

6



NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS.	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SADO MARU Capt. G. C. Hurray	6500	WED'DAY, 23rd June, at Daylight
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIDZU, SYDNEY and MELBOURNE	BINGO MARU Capt. A. Christianson	6500	WED'DAY, 7th July, at Daylight
ISLAND, TOWNSVILLE, YAWATA MARU and BRISBANE	SHIMANO MARU Capt. K. Kawara	6500	TUESDAY, 22nd June, at 4 P.M.
KOBE and YOKOHAMA	TANGO MARU Capt. S. Ishikawa	8000	TUESDAY, 6th July, at 4 P.M.
BOMBAY via SINGAPORE and COLOMBO	KUMANO MARU Capt. N. Mathieson	6000	FRIDAY, 9th July, at Noon
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine	5000	FRIDAY, 6th Aug., at Noon
NAGASAKI, MOJI, KOBE and YOKOHAMA	AWA MARU Capt. A. Keith	6500	FRIDAY, 25th June, at 5 P.M.
SHANGHAI and KOBE	TAKASAKI MARU Capt. A. Keith	5000	TUESDAY, 29th June, at 5 P.M.
	YAWATA MARU Capt. T. Sekine	5000	WED'DAY, 7th July, at Noon
	ATSUTA MARU Capt. Wm. Thompson	9000	FRIDAY, 30th July, at 5 P.M.
	TOTOMI MARU Capt. R. Smith	4000	SUNDAY, 4th July.

* Omitting Shanghai.

† Fitted with New System of Wireless Telegraphy.

‡ Cargo only.

EXTRA PASSENGER SERVICE NEW STEAMERS—
EUROPEAN LINE.FOR GENOA, MARSEILLES, LONDON AND ANTWERP via SINGAPORE,
COLOMBO, SUEZ and PORT SAID.THE CO.'S NEWLY BUILT 9000 TON PASSENGER STEAMERS WILL BE DESPATCHED
FROM HONGKONG AS FOLLOWS:

HIRANO MARU	(Capt. H. FRASER)	About Wed. 30th June
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 23rd July
MISHIMA MARU	(Capt. A. E. MOSES)	About Wed. 25th August
ATSUTA MARU	(Capt. Wm. THOMPSON)	About Wed. 22nd Sept.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS BETWEEN HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.

SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

Option of rail between Calling Ports in Japan.

For further particulars apply to

T. KUSUMOTO,
MANAGER.

[15-93]

Hongkong, 8th June, 1909.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
Hongkong and Manila. Saloon amidships. Electric Light, Perfect
Cuisine. SURGEON and STEWARDESS carried. All the most up-to-
date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 26th June, Noon.
ZAFIRO	2540	E. Rodger	Manila	On 3rd July, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

14

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.TAKING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levant, Black Sea and Baltic Ports,
and all North and South American Ports
Also via Aden or Port Said by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
For SHANGHAI, YOKOHAMA and KOBE:	For HAVRE & HAMBURG:
S.S. SEGAVIA 22nd June	S.S. SENEGAMBIA 21st June
S.S. SLAVONIA 2nd July	For MARSEILLES, HAVRE & HAMBURG:
S.S. C. FERD. LAEISZ 10th July	S.S. SILVIA 28th June
S.S. ANDALUSIA 18th July	For ANTWERP, ROTTERDAM & HAMBURG:
S.S. SAKONIA 28th July	S.S. SITHONIA 1st July
S.S. DOERMUND 18th Aug.	For HAVRE & HAMBURG:
S.S. SPEZIA 18th Aug.	S.S. ISTRIA 9th July
S.S. JLYRIA 28th Aug.	For MARSEILLES, BREMEN & HAMBURG:
S.S. AMBRIA 31st Aug.	S.S. SCANDIA 12th July
	For HAVRE & HAMBURG:
	S.S. BRASILIA 22nd July

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

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Hongkong, 10th June, 1909.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA	Second half of June	SHANGHAI	Second half of June
TJIKINI	JAVA	Second half of June	JAPAN	Second half of June
TJILATJAP	JAPAN	Second half of June	JAVA	Second half of June
TJIMAH	JAVA	First half of July	SHANGHAI	First half of July
TJILIWONG	JAPAN	First half of July	JAVA	First half of July
TJIBODAS	JAVA	Second half of July	JAPAN	Second half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for
a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports
on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.Yok Buildings, 1st Floor.
Hongkong, 12th June, 1909.

18

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. MANSU MARU	5000 tons gross	Sail July 1st, at Noon.
S.S. AMERICA MARU	6000 "	Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000 "	Oct. 26th, at Noon.
S.S. MANSU MARU	5000 "	Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.
TOYO KISEN KAISHA, Yok Buildings.

Hongkong, 5th May, 1909.

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OSAKA SHOSEN KAISHA.

INAUGURATION OF NEW TRANS-PACIFIC LINE.

Regular Service, Connecting at TACOMA with
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.(The only direct train service, without transhipment, also shortest and fastest route,
from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading
to all Overland Common Points in the United States of America and Canada, also to
the Principal Ports in Mexico, Central and South America.Proposed Sailings from HONGKONG for TACOMA via SHANGHAI and JAPAN,
(Intermediate Ports of Call:
Regular—SHANGHAI, MOJI, KOBE and YOKOHAMA.
Occasional—MANILA, KEELUNG, YOKKAICHI, SHIMIDZU, SEATTLE and
VICTORIA, B.C.)

Newly Built Steamers	(Subject to Alteration)	Tons (gross reg.)	Captain	Sailing Date
"TACOMA MARU"	6,178			On Saturday, 3rd July
"SEATTLE MARU"	(already launched)	4 other new sister ships to follow		

The steamers have fair speed. Special up-to-date appliances for cargo working,
and best adapted rooms for carrying Silk, Treasure and Parcels. Special attention
given towards Express connection. Superior accommodation for steerage passengers
situated amidships. A limited number of Cabin passengers carried at low rates.
Electric lighted and Steam heated.For further information, apply at the Co.'s Local Branch Office at Second Floor,
No. 1, Queen's Buildings.
Hongkong, 1st June, 1909.T. ARIMA, Manager
[810]

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-
SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.Head Office for the Far East:—
16, DES VŒUX ROAD,
759] HONGKONG.Japan Office:
14, WATER STREET,
YOKOHAMA.

Cutler, Palmer & Co.'s

SHIPPERS
Cutler, Palmer & Co., London.
AGENTS
SIEMSEN & CO.,
HONGKONG.

MITSU BISHI GOSHI KWAISHA. (MITSU BISHI CO.) COAL DEPARTMENT

SOLE PROPRIETORS of TAKASIMA,
OCHI, MUTABE, HOJO, NAMAZUTA,
SAYO, SHINNEW and KAMIYAMADA,
Collieries.SOLE AGENTS for
KISHIDAKE, MIYAO and KIGYO
KOMATSU Coals.HEAD OFFICE:—MARUNOUCHI,
TOKYO.BRANCH OFFICES:—NAGASAKI,
MOJI, KARATSU, WAKAMATSU,
KOBE, OSAKA, SHANGHAI,
HONGKONG, HANKOW.Cable addresses for above, "IWASAKI"
Codes, A1, ABC 5th Ed., Western UnionAGENCIES:—
YOKOHAMA: M. ASADA, Esq.
CHINKIANG: Messrs. GEARING & Co.
MANILA: Messrs. MACDONALD & Co.For Particulars apply to
H. OISHI,
Manager,
No. 2, Peddar, Street, Hongkong.
Hongkong, 9th January, 1909.

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Approximate times of closing mails at Shanghai via Dalny and Siberia.

24th June	at 1.00 p.m.
25th	at 8.30 p.m.
30th	at 8.30 p.m.
3rd July	at 8.30 p.m.

The *Armand Behic*, with the French Mail of the 21st ultimo left Saigon on Friday, the 18th inst. at 9 a.m., and may be expected here to-day. This packet brings replies to letters despatched from Hongkong on the 17th April.

The *Assaye*, with the English mail of the 28th ultimo, left Singapore on Saturday, the 19th inst. at 9 a.m., and may be expected here on or about Wednesday, the 23rd inst. at 5 p.m. This packet brings replies to letters despatched from Hongkong on the 27th April and the parcel mails closed in London for despatch by the all sea route on the 19th May, and for despatch overland on the 28th May.

FOR	PER	DATE
Macao	Fui Tai	Monday, 21st 1.15 p.m.
Singapore	Dardanus	Monday, 21st 3.00 p.m.
Shanghai and Chinkiang	Kuoyang	Monday, 21st 3.00 p.m.
Bangkok	Leviat Schelf	Monday, 21st 4.00 p.m.
Shanghai	Choyang	Tuesday, 22nd 10.00 a.m.
Europe, Asia, India via Tattoria		Printed Matter and Letters, 10.00 a.m. (Registration, with lat. fee of 10 cents up to 10.45 a.m.)
Letters		Registration, Kowloon, 10.00 a.m. No late fee
Letters		11.00 a.m.
Bangkok, Amoy and Foochow	Pitsanulok	Tuesday, 22nd 1.00 p.m.
Macao	Baiching	Tuesday, 22nd 1.00 p.m.
Manila	Sui Tai	Tuesday, 22nd 1.15 p.m.
Koolung, Moji, Kobe, Yokohama, Shimada, Yokohama, Victoria and Seattle	Teon	Tuesday, 22nd 2.00 p.m.
Singapore, Penang and Colombo	Shinano Maru	Tuesday, 22nd 3.00 p.m.
Tientsin, Port Darwin, Thursday Is., Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth, Dunedin and remote	Sado Maru	Tuesday, 22nd 5.00 p.m.
Shanghai	Empire	Wednesday, 23rd 11.00 a.m.
Macao	Tungching	Wednesday, 23rd 11.00 a.m.
Singapore	Sui Tai	Wednesday, 23rd 1.15 p.m.
Manila	Cheonghing	Thursday, 24th 1.15 p.m.
Manila	Pousang	Thursday, 24th 3.00 p.m.
Manila	Yingchow	Thursday, 24th 3.00 p.m.
Manila	Haitan	Friday, 25th 1.00 p.m.
Manila	Sui Tai	Friday, 25th 1.15 p.m.
Manila	Tylohap	Friday, 25th 3.00 p.m.
Manila	Huichow	Friday, 25th 3.00 p.m.
Manila	Longgang	Friday, 25th 3.00 p.m.
Manila	Longgang	Saturday, 26th 10.00 a.m.

THE VALUE OF CLARET

AS A HEALTH GIVING DAILY BEVERAGE HAS OFTEN BEEN INSISTED UPON BY THE MEDICAL PROFESSION.

Dr. King Chambers, the well-known authority on diet, has pronounced the verdict that "As a regular beverage for healthy persons there is no wine on the English Market equal to Claret."

Therefore every lover of Claret should see that they get the right wine, and we confidently recommend to our Customers and the public our

SUPERIOR ST. JULIEN

PER DOZEN PINTS ... \$ 6.25
" " QUARTS ... \$10.50

Samples on Application to

H. RUTTONJEE & SON.

COMMERCIAL

EXCHANGE

CLOSING QUOTATIONS.

June 19th.

June 19th.

ON LONDON:—		
Telegraphic Transfer	1.94	
Bank Bills, on demand	1.93	
Bank Bills, at 30 days' sight	1.92	
Bank Bills, at 4 months' sight	1.91	
Credits, at 4 months' sight	1.91	
Documentary Bills 4 months' sight	1.91	
ON PARIS:—		
Bank Bills, on demand	2.23	
Credits, at 4 months' sight	2.27	
ON GERMANY:—		
On demand	1.61	
ON NEW YORK:—		
Bank Bills, on demand	4.33	
Credits, at 60 days' sight	4.48	
ON HAMBURG:—		
Telegraphic Transfer	1.33	
Bank, on demand	1.33	
ON CALCUTTA:—		
Telegraphic Transfer	1.33	
Bank, on demand	1.33	
ON SHANGHAI:—		
Bank, at sight	7.43	
Private, 30 days' sight	7.51	
ON YOKOHAMA:—On demand	8.61	
ON MANILA:—On demand—Pesos	87	
ON SINGAPORE:—On demand	7.51	
ON BATAVIA:—On demand	10.6	
ON HONGKONG:—On demand	83	pm
ON SAIGON:—On demand	83	pm
ON BANGKOK:—On demand	83	
SOVEREIGNS, Bank's Buying Rate	\$1.15	
GOLD LEAF, 100 fine, per tola	\$53.10	
SILVER, per oz.	24.	

SUBSIDIARY COINS.

Chinese	20 cents pieces	per cent
Chinese	10 cents pieces	\$1.18 discount.
Hongkong	20	\$8.80
Hongkong	10	\$7.60
Hongkong	10	\$7.80

OPIUM.

June 17th.

Quotations are:—	
Malwa New	\$1,100/1,150 per picul.
Malwa Old	\$1,160/1,200
Malwa V. Old	\$1,210/1,250
Malwa V. Old	\$1,260/1,300
Persian fine quality	\$1,050/1,090
Persian extra fine	\$900/950
Patna New	\$995
Patna Old	per chest.
Benares New	\$1,005
Benares Old	

PASSENGERS.

ARRIVED.

Per *Hainan*, from Coast Ports, Mrs. Churchill, Misses Little and Randall, Messrs Swift, Knight, Choppard and Dorevner.

DEPARTED.

Per *Zafiro*, for Manila, Mrs. Tasson and family, Mr. Rameyer, Miss Barin, Capt. C. A. Geddes, Messrs L. V. Langstein, A. Trinidad, D. Cavallo, Luis Santos, T. Shebb, J. Hand and S. Neilson.

Per *Prins Waldemar*, for Sydney, Mr. and Mrs. G. Canda and family, Mr. and Mrs. Hashim and family, Mr. and Mrs. Hoffing, Mr. and Mrs. Bernh Müller, Mr. and Mrs. Mapa and family, Mrs. D. L. Twomey & family, Miss C. Robinson, Mrs. A. Heta, G. Deubach and H. Nossemer, Schwesters G. Hennes, N. Loxey and Elia Schulte, Rev. J. P. McClosky, Dr. Schutze, Messrs G. Becker, A. Bentz, H. Dicke, C. B. Dale, Oscar Edvard, D. Lehigh, Liversey, Moller and family, Hans Schupmann and O. Weber.

Per *Luetow*, for Hamburg, Mr. and Mrs. G. S. Hall, Mr. and Mrs. Hind, Mr. and Mrs. C. Moore, Mr. and Mrs. Reynolds, Mr. and Mrs. Francisco Diogo de Sa and 2 children, Mr. and Mrs. A. A. Peereboom Voller and 2 children, Dr. and Mrs. T. R. Thompson, Rev. and Mrs. S. H. Vincent, Mrs. and Miss F. R. Grace, Mrs. E. Montgomery Lang, Mrs. Shaw, Mrs. J. van Vollenhoven and child, Mrs. Winckler, Misses Bruckman, Longstaff, B. Prinsen and van Roehussen, Lt. F. L. Daley, Messrs J. W. and W. Denning, Const. Simonsen & family, Revs. J. Torres and H. F. Williams, Messrs P. H. Davies, J. C. Hansen, Kilbourne, Lumsden, Wayland W. Magee, Messrs and family, Prins, Oskar Rabbort, W. Termings, J. Valentin and O. P. Wells.

HONGKONG TIDE TABLE.

From June 21st to 27th, 1909.

HIGH WATER.				LOW WATER.			
Day	Hour	Height	Direction	Day	Hour	Height	Direction
Mon. 21	10.0	6.3	SE	Mon. 21	4.0	2.3	SE
Tue. 22	10.1	6.4	SE	Tue. 22	4.1	2.4	SE
Wed. 23	10.2	6.5	SE	Wed. 23	4.2	2.5	SE
Thur. 24	10.3	6.6	SE	Thur. 24	4.3	2.6	SE
Fri. 25	10.4	6.7	SE	Fri. 25	4.4	2.7	SE
Sat. 26	10.5	6.8	SE	Sat. 26	4.5	2.8	SE
Sun. 27	10.6	6.9	SE	Sun. 27	4.6	2.9	SE

TRADE MARK

OF QUALITY DENOTING

THE ACME OF EGYPTIAN CIGARETTE PERFECTION.

"They are social, soothing, blest, they have fragrance, force and zest."

IN 50'S & 100'S HERMETICALLY SEALED BOXES. FROM ALL TOBACCONISTS.

314-6

ON THE BANKS OF THE NILE

the perfect qualities of Messrs. Maspero Frères

Bouton Rouge and Felucca

Egyptian Cigarettes

are recognised by all. Made of the finest selected Turkish Tobacco under ideal conditions in Cairo, they can now be purchased of all high-class Tobacconists. The price is as remarkable as the quality.

A LUXURY TO THE MAN OF TASTE.

Sole Agents: British-American Tobacco Co., Hong Kong.

SHARE LIST.—QUOTATIONS.

(HONGKONG, JUNE 19th, 1909.)

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$995, sellers
National Bank of China, Limited	99,925	47	26	\$293.10, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$101, buyers
China Borneo Company, Limited	60,000	112	112	\$14, buyers
China Light and Power Company, Limited	50,000	110	110	\$64, sellers
China Provident, Loan & Mortgage Co., Ltd.	200,000	110	110	\$94, buyers
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 125, sellers
Hongkong Cotton Spinning Co., Ltd.	125,000	110	110	\$83, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 89
Laon-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 108
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 370
Dairy Farm Company, Limited	40,000	77 1/2	36	\$164, buyers
DOCKS AND WHARVES.				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	150	all	\$58, sellers
Hongkong and Whampoa Dock Co., Ltd.	50,000	150	all	\$64, sales
New Amoy Dock Co., Limited	10,000	150	all	\$64, sales
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 114
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 162
FERROVIA & CO., LIMITED	18,000	125	125	\$11, sellers
GREEN ISLAND CEMENT CO., LIMITED	400,000	110	110	\$9
HONGKONG AND CHINA GAS CO., LIMITED	7,000	110	all	\$210, buyers
HONGKONG ELECTRIC CO., LIMITED	60,000	110	all	\$153, buyers
HONGKONG HOTEL COMPANY, LIMITED	12,000	110	all	\$53, old sellers
HONGKONG ICE COMPANY, LIMITED	8,000	110	all	\$38, buyers
HONGKONG ROPE MANUFACTURING CO., LIMITED	5,000	110	all	\$155, sellers
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	1250	1250	\$195, sellers
China Fire Insurance Co., Limited	20,000	1100	1100	\$210, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$83, buyers
Hongkong Fire Insurance Co., Limited	8,000	1250	1250	\$345
North China Insurance Co., Limited	10,000	115	115	\$105, buyers
Union Insurance Society, Limited	12,400	1250	1250	\$840
Yangtze Insurance Association, Limited	12,000	1100	1100	\$215
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	1100	1100	\$109, sellers
Empire Estate and Finance Co., Ltd.	150,000	110	all	\$94, buyers
Kowloon Land and Building Co., Ltd.	6,000	110	110	\$30
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 120
West Point Building Co., Limited	12,500	110	110	\$46
Mining.				
Societe Francaise des Charbons du Tonkin	16,000	Fcs 250	all	\$625, buyers
Reed Australian Gold Mining Co., Ltd.	200,000	41	18/10	\$91, sellers
Peak Tramways Co., Limited	25,000	110	all	\$134, buyers
Philippine Co., Limited	50,000	110	110	\$11
	75,000	110	110	\$8, sellers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	1100	all	\$140, sellers
Luzon Sugar Refining Co., Limited	7,000	1100	all	\$15, sellers
Robinson Piano Co., Limited	4,000	110	110	\$50, sellers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	110	110	\$11, sellers
Douglas Steamship Co., Limited	20,000	110	all	\$36
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	115	115	\$33, sal. & buy.
Indo-China Steam Navigation Co., Ltd.	60,000	110	all	\$48
Shell Transport & Trading Co., Limited	2,000,000	25	25	\$254
Star Ferry Company, Limited	10,000	110	110	\$26
South China Morning Post, Limited	6,000	110	110	\$133
Steam Laundry Company, Limited	20,000	110	110	\$25
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	110	all	\$12
Wm. Powell, Limited	15,000	110	110	\$4
Watkins Limited	10,000	110	110	\$4
A. S. Watson & Co., Limited	90,000	110	110	\$8.70, sellers
Weissmann, Limited	175	1100	1100	\$150, buyers
United Asbestos Oriental Agency, Limited	9,900 only	110	110	\$4
Union Waterboat Co., Limited	100 faders	110	110	\$300
	50,000	110	110	\$11, buyers

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 % p. annum	Par.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 20th.

Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.55	29.73
Thermometer	87	88
Humidity	72	79
Wind Direction	SE	NE
Force	1	1
Weather	0	0
Rain	0	0

ARRIVALS AT HOME.

June 18th—Nubia.

SHIPPING IN PORT.

STEAMERS.

ALBESIA, German str.	5,258, T. Ernst, 18th June—Portland via Japan ports 15th June.
Flour & Coal—Portland & Asiatic S.S. Co.	
ANHUI, British str.	1,350, J. Meathrel, 9th June—Shanghai 6th June, General—Butterfield & Swire.
BELLEROPHON, British str.	5,726, T. Bartlett, 11th June—Kobe 5th June, General—Butterfield & Swire.
CANTON, British str.	1,173, Andersson, 18th June—Wei-hai-wei 9th June, General—Oriental.
CHIYUEN, Chinese str.	1,177, C. Stewart, 17th June—Shanghai 12th June, General—C. M. S. N. Co.
CHOYANG, British str.	1,424, A. E. Sandback, 17th June—Swatow 16th June, General—Jardine, Matheson & Co.
CHUNANG, British str.	1,418, W. E. Sawyer, 16th June—Hongkong 13th June, Coal and Cement—Jardine, Matheson & Co.
DEVATONGSE, Ger. str.	1,057, Fr. Relvaldt, 15th June—Bangkok 6th June, General—Butterfield & Swire.
GERMANIA, German str.	1,714, C. Jurgensen, 16th June—Wakamatsu 10th June, Coal—Jensen & Co.
GERMANIA, German str.	1,000, H. Flugel, 17th June—Sydney 27th April, Copra—Siemssen & Co.
HANGCHOW, British str.	999, Mawley, 17th June—Chinkiang 11th June, General—Butterfield & Swire.
KWANGSE, British str.	1,205, Haris, 8th June—Wei-hai-wei 2nd June, Salt and General—Butterfield & Swire.
KWEIYANG, British str.	1,404, M. Dawson, 12th June—Newchwang 5th June, General—Butterfield & Swire.
LANDRAT SCHNEIF, German str.	1,612, A. Struwe, 14th June—Haiphong 12th June, Rice—Siemssen & Co.
NEUMANTIA, German str.	4,384, Fiedtman, 14th June—Mojito 8th June, Coal—Hamburg-America Line.
PITSANULOK, German str.	2,019, G. Reinert, 16th June—Bangkok 8th and Swatow 15th June, Rice and Timber—Butterfield & Swire.
SHINANO MARU, Jap. str.	6,387, K. Kawara, 13th June—Shanghai 10th June, General—Nippon Yusen Kaisha.
SIGNAL, German str.	950, G. Schalkier, 18th June—Haiphong 17th June, Rice & General—Jensen & Co.
SUMATRA, German str.	520, C. Wane, 22nd May—New Guinea 30th April, General—Melchers & Co.
TEAN, British str.	1,350, W. Outerbridge, 16th June—Manila 15th June, General—Butterfield & Swire.
TELEMACHUS, British str.	1,340, Gillespie, Edwards, 12th June—Saigon 8th June, General—Chinese.
TUNGSHING, British str.	1,175, W. Stalker, 14th June—Wahnam Chinkiang 6th June, Rice and Groundnut—Chinese.

SAILING VESSELS.

ALCIDES, 4-mast barque, 2,968, L. Smith, 1st May—Kobe 23rd April, General—Standard Oil Co.

VISITORS AT HOTELS.

HONGKONG HOTEL.	
Mr. P. B. Adams	Mr. G. C. McIntosh
Mr. E. A. Boyer	Dr. G. W. McKinnon
Mr. and Mrs. W. C. Bunker	Mr. J. E. Menagh
Mr. E. Chasseigne	Mr. D. M. Michie
Mr. E. L. Corbett	Mr. S. Minamuna
Mr. E. W. Day	Mr. H. J. Morse
Mr. J. Demman Fuller	Mr. J. D. Mulder
Mr. J. Gell	Mr. and Mrs. C. C. O'Brien
Mr. E. H. Gill	Mr. Ch. Fayet
Mr. E. H. Gill	Mr. E. H. Hay
Mr. E. A. Howett	Mr. J. Rosenfeld
Mr. T. J. Jovars	Mr. L. T. Rupprecht
Mr. C. E. Smith	Mr. A. J. Skinn
Mr. M. Joblin	Mr. E. W. Smith
Mr. C. L. Johnson	Mr. J. M. Thompson
Mr. O. C. Kench	Mr. J. M. Thompson
Mr. C. W. Kerridge	Mr. J. M. Thompson
Mr. and Mrs. W. D. Kraft	Mr. J. M. Thompson
Mr. P. L. Lorch	Mr. J. M. Thompson
Mr. D. Macdonald	Mr. J. M. Thompson
Mr. W. Manning	Mr. J. M. Thompson
Dr. O. Marriot	Mr. J. M. Thompson
Miss K. A. Massey	Mr. J. M. Thompson
KING EDWARD HOTEL.	
Mr. E. von Bachelte	Mr. J. P. Fatter